

Figure 4-15: Forecast of Regional Aviation Operations

| | 2001 | 2006 | 2011 | 2016 | 2021 |
|---|-----------|-----------|-----------|-----------|-----------|
| Aircraft Operations Forecast | | | | | |
| King | 816,037 | 866,607 | 905,648 | 947,219 | 990,975 |
| Kitsap | 150,929 | 157,549 | 163,317 | 169,520 | 175,439 |
| Pierce | 212,619 | 220,775 | 229,931 | 239,795 | 249,231 |
| Snohomish | 540,858 | 558,233 | 577,346 | 596,338 | 614,406 |
| Total | 1,720,792 | 1,803,189 | 1,876,269 | 1,954,621 | 2,030,050 |
| Forecast Distribution of Aircraft Operations | | | | | |
| King | 47.4% | 48.1% | 48.3% | 48.5% | 48.8% |
| Kitsap | 8.8% | 8.7% | 8.7% | 8.7% | 8.6% |
| Pierce | 12.4% | 12.2% | 12.3% | 12.3% | 12.3% |
| Snohomish | 31.4% | 31.0% | 30.8% | 30.5% | 30.3% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

Sources: PSRC, BST Associates.

The projections of general aviation operations at the airport level are based on the projections in the RASP, and are updated with new information from Boeing Field and Auburn. The forecasts for Renton are based on the assumption that there are no significant changes at the field. Most notably, the forecasts assume that: 1) Boeing will continue to operate at Renton the same way it does now, and 2) the mix of uses and aircraft types at Renton does not change significantly over the forecast period.